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COUNTRY Eastern Germany 25X1
REPORT NO.
TOPIC Brandis Airfield

25X1 EVALUATION PLACE OBTAINED 25X1
DATE OF CONTENT 25 June to 28 July 1952
25X1 DATE OBTAINED DATE PREPARED 20 August 1952
25X1 REFERENCES
PAGES 3 ENCLOSURES (NO. & TYPE)
REMARKS

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- ☐ 1. The following air activity was observed at Brandis airfield between 25 June and 13 July 1952:
- 25 June. Between 8 a.m. and noon, single-engine fighters flew in or above the clouds at high altitudes. It was raining.
- 26 June. Take-offs were made by cargo gliders, mid-wing monoplanes with slightly dihedral wings, struts between the fuselage and wings and a landing gear which was fitted at the fuselage and slanted slightly to the outside. Between 2:40 and 4:30 p.m., eight MiG-15s practiced taking off individually, in elements of two and in formations of about 5 planes. Five flights were made at high altitudes.
- 27 June. Between 3:30 a.m. and noon, 10 MiG-15s and 1 single-engine fighter were engaged in the same exercises as on 26 June.
- 28 and 29 June. No activity was observed at the field.
- 1 July. Between 3:30 a.m. and noon, about 10 MiG-15s made flights of long duration. The planes took off individually, in elements of two and in formations of about 5 planes. When taking off in formation, the second plane taxied on the runway when the first plane lifted off the ground. Immediately after the take-off, the aircraft assembled in a formation. They frequently changed their formations and flew in wedge, line abreast and echelon formations. Aerobatics were engaged in. Attacks at an angle of at least 45 degrees were made at the field from an altitude of about 4,000 meters. Some of the planes reeled off. At an altitude of about 300 meters, the aircraft pulled out of dive and zoomed at an angle of more than 45 degrees, while the throttle was opened.
- 2 July. Between 3:30 a.m. and noon and between 2 and 4 p.m., about ten MiG-15s each practiced flying in good weather. The same practices were made as on 1 July.
- 3 July. There was flying by 12 MiG-15s between 3:30 a.m. and noon.
- 4 July. Flying was practiced by eight MiG-15s between 3:30 a.m.

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and noon.

5 and 6 July. Neither flying nor other activity was observed at the field.

9 July. Local flights were made by eight MiG-15s between 8:30 a.m. and 2 p.m. Four MiG-15s of the alert flight were parked on the east end of the runway. At 3 p.m., four MiG-15s with auxiliary fuel tanks took off heading south-southwest. (1)

10 July. Three cargo gliders coming from the south-southwest landed at 9:20 a.m. and took off at 3 p.m. At 4 p.m., 20 MiG-15s were observed at the take-off point. At 5:50 p.m., six MiG-15s with auxiliary fuel tanks took off heading south-southwest. At 6:50 p.m., 14 other MiG-15s took off heading in the same direction. No auxiliary fuel tanks could be observed on the 14 planes. (2)

11 July. Nine twin-engine aircraft approached in three flights from the south-southwest at 3:45 p.m. and landed at the field at 4:10 p.m. Another 17 twin-engine planes landed between 5:45 and 6:20 p.m. and were parked in front of the hangars. (2)

13 and 14 July. No flying was observed.

15 July. Four flights each of three Li-2s took off at 9 a.m. Between 2 and 3 p.m., formation flying was practiced by transport planes.

16 July. Local flying was practiced by 12 twin-engine planes between 3 a.m. and noon. The weather was clear.

17 July. At 3 a.m., a twin-engine plane took off heading toward Berlin. A twin-engine plane landed at the field at 3 p.m.

18 July. Between 7 and 7:30 a.m., four biplanes were observed over the field and one parachutist jumped from each plane at an altitude of 400 to 500 meters. The four jumpers landed at the field.

2. Between 7 and 10 p.m. on 13 July, [] the radio installations previously observed in the vicinity of the field were removed. The radio installations had been located there when the field was occupied by MiG-15s. (3) The poles for the electric line from Leulitz to the radio installation east of the runway were also removed.

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3. Every day about 4:30 p.m., a Po-2 took off from the field and, for about half an hour, crossed the vicinity of the field flying at a low level. [] at the beginning of flying activity by MiG-15s, a single-engine plane usually took off first. The MiG-15s were towed by motor vehicles from the hangars to the take-off point. They were parked in one row next to the runway, while the vehicles moved to a parking lot about 50 meters from the aircraft. When flying started, the aircraft individually taxied to the runway, where they were parked behind each other, forming rows of up to 12 planes. The planes took off in rapid succession. Before a plane lifted off the ground, the next one taxied along the runway. It was seldom observed that there was a large interval between the formations of two or five planes.

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4. Between 25 June and 6 July, about 12 soldiers wearing red-bordered black epaulets and silver tank insignia were stationed at the field. The tanks were marked by a small red star on the middle of their turrets. An innkeeper said that the tank soldiers were assigned to the AA guns. (4)

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5. According to a worker at the field, the soldiers who were previously quartered in two billeting buildings moved to other houses in the first days of July. The two buildings were still vacant on 4 July.
6. Two railroad tank cars were observed east of the hangar on 13 July and seven tank cars on 14 July. (5)
7. The following observations were made at the field between 21 and 25 July:

21 July. A Po-2 plane [] made local flights. Aircraft parked at the field included 7 Li-2s on the northern edge of the landing field, 7 Li-2s near the fire point, 12 of which were arranged without any pattern east of the fire point, and 4 Li-2s in the hangar. Of the 7 planes on the northern edge of the landing field, []

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22 July. Between 7 and 7:30 a.m., it was observed that a Po-2 plane took off three times and that a parachutist jumped each time from the plane. Between 9 p.m. and 3 a.m., there was night flying by 12 Li-2s of which 4 or 5 planes were simultaneously in the air. Local flights were made while the boundary lights were switched on.

25 July. Between 7 and 7:45 a.m., three take-offs were made by a Po-2 plane from which a parachutist jumped each time. According to a worker at the field, the air transport unit had come from Altenburg. The soldiers of this unit were Mongols. They were not disciplined. Security measures around the field were reduced. The roads near Polenz and Leulitz were no longer blocked.

8. In the afternoon of 17 July, there was no flying activity at the field. An air force officer with three stars was observed in Polenz. On the right breast he wore a long insignia with a red star in the middle and two crossed bars above the star. On the right cuff he wore a golden insignia which was similar to the German officers collar patches. (6)

Comments.

- (1) Flying activity observed agrees with previous observations. On the basis of observations made on following days, the flight by four MiG-15s toward the south-southwest is believed to have been the beginning of the transfer.
- (2) The statements indicate that the aircraft of the fighter regiment left the field on 10 July and that transport planes of the air transport regiment in Altenburg landed in Brandis on 11 July 1952. It is believed that the change of occupation was completed on 11 July, since, after 11 July, only Li-2s were observed at the field. [] ground elements of the fighter regiment in Brandis were shipped to Altenburg. Therefore, it is fairly definitely believed that the fighter regiment and the air transport regiment changed their locations.
- (3) The removal of radio installations confirms previous observations that the air units of the Twenty-Fourth Air Army take their radio installations along when being transferred.
- (4) Several observations were made indicating that tank soldiers are assigned to AA units.
- (5) The information on the arrival of railroad tank cars is believed to be correct. No comparative information has been received from the railroad tank car distributing point in Berlin.
- (6) The long insignia which cannot be identified was repeatedly reported. The insignia on the right cuff is guards insignia. The jet fighter unit is a guards fighter regiment.

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